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COUNTRY East Germany REPORT NO.

TOPIC Oranienburg Airfield

EVALUATION see below PLACE OBTAINED  25X1

DATE OF CONTENT  25X1

DATE OBTAINED  DATE PREPARED 21 October 1953 25X1

REFERENCES 25X1

PAGES 4 ENCLOSURES (NP & TYPE)

REMARKS

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SOURCE

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1. On 1 September 1953, a commission charged with checking the condition of runway and taxiways was present at Oranienburg airfield. Repair work was conducted on the runway up to 11 September. There were about 300 workers, most of whom were engaged in cleaning-up work. The railroad line which previously crossed the field was dismantled and shipped away except for the section close to the hangar. Construction machines and dumpcars were transferred to Schorfheide. Bunkers for the storage of gravel and chippings were also dismantled and shipped away. During the days preceding 11 September, the grass was being mowed at the field as the first aircraft were expected to arrive soon.<sup>1</sup>

2. The construction superintendent said that smaller fuel containers than originally planned were to be installed because of the high ground water level. Four pits, 1.6 meters deep, had been excavated and were being concreted. Five fuel containers were to be installed in each pit.

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3. Work on the fuel dump made good progress between 23 August and 16 September. The foundations for the fuel containers were completed. In mid-September,  foundations for 42 containers were erected and that the foundations were large enough to hold containers, each about 5.2 meters long and 2.6 meters in diameter. Work was in full swing on the roads in, and leading to, the fuel dump. The dump was to be surrounded by a board fence; the required material was stored at the field and the poles had already been placed in the ground.

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4. A team, including three lieutenant colonels of the Werder headquarters who had arrived on jeep  was to approve the runway as serviceable. An officer of the local construction staff, who used sedan  had also arrived. However, the runway was not approved for use but the date for the acceptance test was allegedly fixed for 15 September 1953. After 1 September, about 150 square meters on the runway had to be repaired. Finally, the date for the acceptance of the airfield was postponed to 20 September, as a 200-meter-wide strip along the runway had also to be graded. Leveling work was done by air force soldiers from the Weisse Stadt settlement. It was rumored that the airfield would be occupied on 20 September.

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5. In mid-September, about 300 construction workers were still employed at the field. The hangar which is 120 x 40 meters, was newly plastered and repaired inside.

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6. [redacted] the occupation strength of the Weisse Stadt settlement had slightly increased in mid-September. There was more intensive vehicular traffic than previously, with drivers wearing black epaulets, besides the previously observed blue and red-bordered black epaulets. The buildings which previously housed the construction workers had to be vacated for renovation work. These buildings allegedly would be re-occupied on 20 September. According to rumors, KVF personnel were expected to arrive.

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8.

9. Work in the northeastern corner of the field continued up to 16 September. Four parallel foundations were observed there. No construction work was under way on the shrapnelproof aircraft revetments. A total of 24 revetments were counted, most of which had been given a 3-color camouflage paint. [redacted] the revetments near the hangar in the north-eastern section of the field were painted in more grayish color. The earth walls at the revetments were covered with concrete slabs.

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10. The Soviets ordered that the meadows south of the runway be mowed between 7 and 12 September. Beginning [redacted] the area south of the runway was plowed by four plows towed by large track-laying vehicles and then rolled by four rollers. This work was not yet completed by [redacted]. The southern end of the concrete runway was marked by red lamps. No other lights were observed along the runway.

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11. [redacted] for the first time a VPL soldier on the road from the airfield to Oranienburg. The soldier wore no insignia of rank but had metal aviation insignia on his epaulets like those worn by Soviet Air Force soldiers.

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12. On the morning of [redacted], an acceptance committee was at the field which, [redacted] had arrived in several sedans from Leipzig, Werdin and Schafheide. [redacted] were identified.

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[redacted] there were considerable differences of opinion between the Soviets and the German construction staff and that the acceptance was finally postponed to 15 September. Chief engineer Meyer and Lieutenant Colonel Romanenkov (fmu) of the Soviet construction headquarters discussed about the repair work conducted so far. He, in stated that the work performed amounted to a sum of 220,000 eastmarks for which he refused to assume responsibility as the work had been conducted by order of the Soviet construction headquarters. Meyer stated further that Michael (fmu), who formerly was responsible for construction work at the field, had spent much money to lower the ground water level which was about 50 cm below the concrete layer in dry weather and about 10 cm in rainy weather. Although a costly pumping installation had been built, the concrete strips were continually affected by the water. Allegedly, the shrapnelproof aircraft revetments were accepted and found very good.<sup>1</sup>

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13. [redacted] work was under way on the fuel dump located between the railroad line to Kremmen and the Oranienburg canal. Wedge-shaped concrete basements were being built in rows and an approach road was being established between these rows. Poles for a fence around the fuel dump were placed in the ground. A building, 8 meters square, probably a transformer station, was being erected 40 to 50 meters southwest of the fuel dump and a cable had already been laid.

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14. [redacted] the quartering buildings Nos 1 through 3, 16 and 17 were scheduled to be occupied by VP from the Weisse Stadt settlement. Buildings Nos 2 and 3 which had been occupied by workers of the Bauunion Leipzig were vacated. A semi-underground bunker, 15 x 4 meters, was under construction west of Object No 24. A wooden fence, about 2 meters high, was newly erected south of Ernst Thaelmann Strasse along Object No 3. [redacted]

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15. [redacted] No aircraft were observed at the field prior to 21 September. Work on the concrete basements in the fuel dump continued.<sup>1</sup> Only about 30 percent of the buildings in Weisse Stadt were lighted on the evening of 10 September. [redacted]

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1. [redacted] Comment. It is assumed that, after several repairs, the runway at Oranienburg airfield has meanwhile been accepted. The reported sum of 220,000 eastmarks for these works is considerably high. It can be expected that the airfield will be occupied in the near future. Lieutenant Colonel Romanenkov is the deputy at the Oranienburg and Schorfheide airfields of the Soviet Air Force construction staff in Werder.

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2. [redacted] Comment. The construction of a fuel dump has been repeatedly reported. If the information [redacted] is correct, the fuel dump may have a total capacity of about 1,000 cubic meters. The same capacity was previously reported by another source. [redacted]

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3.

[redacted]

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4. [redacted] Comment. At first, 32 shrapnelproof aircraft revetments were planned to be built, but only 24 revetments were observed at the field. For the time being, no additional revetments will be erected for lack of material.

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5. [redacted] Comment. A layout sketch of the Weisse Stadt settlement was previously forwarded. See Annex to [redacted].

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